

To: Allen, HarryL[Allen.HarryL@epa.gov]
From: Macon, Rhianna N LCDR
Sent: Wed 9/14/2016 12:23:49 AM
Subject: FW: SITUATION BRIEF - 08 SEP 16 - SPIRIT OF SACRAMENTO
[Spirit Of Sacramento Staging areas and boom strats.ppt](#)
[ICS 209 8Sep16.pdf](#)
[SAROPS4.JPG](#)
[SAROPS2.JPG](#)

Harry,
This was the first situation brief that went out, attached are staging areas and sensitive sites identified through our SCAT assessment last week. I'll send you the second brief as well.
V/R
Rhianna

-----Original Message-----

From: Urrutia, Jacob D LTJG
Sent: Thursday, September 08, 2016 3:36 PM
To: Sector San Francisco Command Center; ryen.goering@parks.ca.gov; D11-DG-SectorSF-IncidentMgt; Bronson, Collin R LCDR; Gregory, Mark G CIV; Dostart, Troy BM1; Boes, Richard R CIV; jordan.stout@noaa.gov; Kathleen.jennings@wildlife.ca.gov; GMADI@so.cccounty.us; Mike.Schommer@wildlife.ca.gov; Henderson, John; ryan.rodriquez@wildlife.ca.gov; Miletello, Emily C LT; Carroll, Ed@Parks; Hill, Brandyn R PAC; mberr@so.cccounty.us; D11-DG-M-SECTORSF-CommandCadreBrief; pelkofer@comcast.net
Subject: SITUATION BRIEF - 08 SEP 16 - SPIRIT OF SACRAMENTO

Good afternoon CAPT Ceraolo et al,

Please find the following situation summary of multi-agency actions for R/V SPIRIT OF SACRAMENTO response.

IMPORTANT: This brief is for internal briefing purposes only and not intended for external distribution.

SITUATION - 08 September 2016

BLUF: R/V SPIRIT OF SACRAMENTO remains submerged upside down IVO Franks Tract. Global Diving and Salvage, Inc. continues to maintain containment boom around the vessel. The Oil Spill Liability Trust Fund remains open for \$500,000.

At approximately 0025 local on 03 September 2016, Coast Guard Sector San Francisco received notification R/V SPIRIT OF SACRAMENTO was taking on water from the stern and that the engine room was actively flooding. The 87 foot vessel was in the vicinity of Franks Track near Bethel Island. Coast Guard Station Rio Vista responded and ensured the two persons on board made it safely ashore. Six hundred gallons of diesel fuel was reported on board. No sheen or active discharge was observed by Station Rio Vista. The vessel was reported to be partially submerged and anchored but was not deemed to be a hazard to navigation. The Sector San Francisco Incident Management Division (IMD) was unable to reach the owner and issued a Notice of Federal Interest (NOFI) via voice mail. Due to the time of the incident, safety concerns for response personnel and no available resources, the IMD duty team was not able to get on scene until later that morning. At 1030 local the vessel was capsized and upside down in the water; a small sheen was observed. The vessel owner was still unreachable. Due to the proximity of sensitive sites, the pollution potential and complexity of the response, the SPIRIT OF SACRAMENTO was determined to be a significant risk to the environment, and the FOSC authorized access to the Oil Spill Liability Trust Fund (OSLTF) for \$100,000. Global Diving and Salvage Inc. was hired to deploy boom

and conduct pollution mitigation operations. There are no known impacts to wildlife or sensitive sites at this time. A safety zone is in place. The vessel's pilot house is lodged firmly in the mud on the bottom of the channel and is preventing any further movement.

The most up to date press release was issued on 06 September 2016 and can be found at <http://www.uscgnews.com/go/doc/4007/2880414/>.

ACTIONS TAKEN -

1. A conference call was held at 0700 this morning between District 11 Legal, Sector San Francisco Incident Management Division (IMD) and a representative from the responsible party's insurance company. The insurance company verified they are conducting an investigation on the incident. The insurance policy may not cover the incident and cannot provide coverage at this time.
2. A Notice of Federal Interest and Administrative Order were hand delivered to the responsible party this afternoon. The Administrative Order requires the responsible party to create a pollution removal plan for review and approval by the Federal On Scene Coordinator (FOSC). The plan must include a survey to determine the safest method for removal as well as the stability of the vessel. Consultation with a certified naval architect must be completed at all times during operations. The responsible party has been given 24 hours to submit a plan for review to the FOSC.
3. SCAT Teams also evaluated the immediate area and did not find any vessel debris, oil or impacted wildlife or sensitive sites. Teams consisting of IMD, District 11 DRAT, Global Diving and Salvage, Inc. and the California Department of Fish and Wildlife OSPR evaluated potential alternate staging areas. Jersey island near ACP sites 2-735.2 does not have a boat ramp does appear to have adequate levee roads for vac truck access if needed. Russo's Marina IVO Franks Tract State Recreation Area was identified as an adequate staging area with quick access to the vessel via water as well as a large covered area with adequate seating, electricity, water, storage and bathroom facilities. The Sugar Barge staging area remains the primary staging area. There are no adequate staging areas on the island north of the SPIRIT OF SACRAMENTO.
4. Potential booming strategies for protecting sensitive sites were also discussed (see attached PPT slides and SAROPS4 and SAROPS2 for sensitive site locations).
5. Enforcement of the safety zone is being coordinated with state and local law enforcement partners. Sector San Francisco Waterways Management has reached out to the Contra Costa County Sheriff's Office for buoys in support of the safety zone. A Boating Public Notice has also been distributed as a supplemental guide for the Safety Zone established around the vessel.
6. An Incident Management Team (IMT) has been established in the Response Conference Room in Building 24 at Sector San Francisco.
7. See attached updated ICS 209.

FUTURE PLANS -

1. A meeting between IMD and members from the Pacific Strike Team will be held at 0800 on 9 September 2016 at the ICP to discuss NSF support of operational tasking.
2. A UC Objectives meeting will be held at 1000 on 9 September 2016 at the ICP.
3. A Command and General Staff meeting will be held at 1300 on 9 September 2016 at the ICP.

4. IMD is standing by to determine if the responsible party is able to meet the requirements of the Administrative Order.

Very respectfully,

LTJG Jake Urrutia
U.S. Coast Guard
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San Francisco, CA 94130
415-399-7412